

Turned down ends offer a solution to terminating guardrail at some bridge ends, or other roadside obstacles, on certain, low-volume highways throughout the state. While the use of these terminals has generally been discontinued for new construction, they may represent appropriate design for roads with low traffic volumes, traveled by motorists who are generally familiar with the roadway and its geometrics.

Use of turned down ends is primarily governed by the parameters of speed and volume. Irrespective of any values for these parameters, however, the use of turned down ends are prohibited on the following.

- Major highways
- The National Highway System (NHS)
- Areas of poor geometry
- Areas with an accident history in excess of the statewide average for similar road
- Areas of posted speed 60 mph or greater

Neither an existing higher order end terminal, nor an existing turned down end installation is to be replaced with a new turned down end. The use of a turned down end should be limited to those areas where they will both yield an increase in safety over the existing situation and leave the area reasonably safe.

Turned down ends may represent reasonably safe design when the posted speed is less than 60 mph and the AADT is 400 or fewer vehicles per day.

A design exception is to be obtained for every location in which a new turned down end treatment is proposed. This exception simply documents why the engineer believes the installation represents a reasonable level of safety.